

VDOT Criteria for Determining Eligibility for Through Truck Restrictions on Secondary Highways

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| 1. Is there a reasonable alternate route available that will not create an undue hardship for trucks in reaching their destination? Is the alternate route properly engineered for truck traffic? | |
| Wolf Trap Road | Claxton Creek Road/Purgold Road |
| The alternate route from the refinery is from Goodwin Neck Road to Route 17. Both roads are properly engineered for truck traffic. | The alternate and more direct route from Seaford Road to Seaford Scallop is via Back Creek Road and Shirley Road. |
| 2. Is the road requested for restriction functionally classified as a local or collector street? | |
| Wolf Trap Road | Claxton Creek Road/Purgold Road |
| VDOT considers Wolf Trap Road to be an urban collector street. | VDOT considers Claxton Creek and Purgold Roads to be local streets. |
| 3. Is the character and or frequency of the truck traffic incompatible with the character of the area? | |
| Wolf Trap Road | Claxton Creek Road/Purgold Road |
| Wolf Trap Road is residential in character and truck traffic is not compatible with that character. The only commercial uses on this road are an auto parts store, a mini-storage warehouse facility, and a convenience store/gas station under construction at the intersection of Wolf Trap Road and Route 17. The Wolf Trap Crossing shopping center is located on Route 17 but has an access point on Wolf Trap Road. Any truck traffic generated by these uses would be coming from and going back to Route 17, and not from the east. | Claxton Creek and Purgold Roads are residential in character and truck traffic is not compatible with that character. There are no commercial uses on either road. Large truck traffic is inappropriate given the character of the development along these roads and their condition and cross-section. |
| 4. Is the engineering and or accident history of the roadway such that it is not suitable for truck traffic? | |
| Wolf Trap Road | Claxton Creek Road/Purgold Road |
| No, but the available alternate route (Route 17 and Route 173) is much better suited for heavy truck traffic. | Claxton Creek and Purgold Roads are too narrow to safely accommodate heavy truck traffic. |
| 5. Within 150 feet of the centerline, are there at least 12 dwellings per 1000 feet of roadway? | |
| Wolf Trap Road | Claxton Creek Road/Purgold Road |
| The total length of Wolf Trap Road is approximately 8,100 feet and there are approximately 70 residences within 150 feet of its centerline. Therefore, the 12-dwellings-per-1000' standard is not met. | The total combined length of Claxton Creek and Purgold Roads is approximately 3,000 feet and there are approximately 25 homes within 150' of its centerline. Therefore, the 12-dwellings-per-1000' standard is not met. |